

DATE

~~TOP SECRET~~

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO :

FROM :

ACTION:

INFO :

C167C

IN 71182

OPS 1-10 *MT*

TO ~~TOP SECRET~~ 0808022 CITE ~~TOP SECRET~~ 3908

CITE

25X1A2g
PRIORITY ~~TOP SECRET~~ INFO ~~TOP SECRET~~ 25X1A2g

25X1A2g

25X1A2g REF: ~~TOP SECRET~~ 9191

THE FOLLOWING ANSWERS ARE SUBMITTED IN RESPONSE TO REF MSG:

1. ALTHOUGH SPIKE ORIGINALLY SAID THAT HE INCREASED SPEED 2-4 KTS, SUBSEQUENT CONVERSATIONS INDICATED THAT HE DECREASED SPEED. THE REASON WAS THAT HE WANTED TO KEEP OUT OF BUFFET DURING MANEUVERING TURNS TO CHECK FOR BOGIES WHILE ARTICLE WAS EMITTING HEAVY CONTRAILS DURING SEMI-LIGHT CONDITIONS.

25X6C

2. RBN AT ~~TOP SECRET~~ WAS OPERATIONAL; ~~TOP SECRET~~ INOP. 25X6C

3. DROP INTERVAL WAS RESULT OF BRIEFED OPTION.

4. GEAR/SPEED BRAKE TRANSMISSION WAS RESULT OF SPIKE'S TRANSMISSION INDICATING THAT HE HAD 50 GALS LESS FUEL THAN PRECICIED AT PT E. OUR TRANSMISSION WAS A PRECAUTIONARY ONE TO INSURE THAT NO ADDITIONAL DRAG FACORS WERE THE CAUSE FOR THE 50 GAL DISCREPANCY.

5. FIFTY(50) GALS WAS THE CORRECT FIGURE.

~~TOP SECRET~~

GROUP 1
EXCLUDED FROM AUTO-
DECLASSIFICATION

25X1A2g

IN 71182

3908

PAGE 2

6. NO FILM WAS TRANSPORTED. DETAILED INSPECTION OF TRACKER 306 AND MATERIAL REVEALED THAT THE CAMERA DID TAKE ONE PICTURE IN FLIGHT BUT THE CAMERA DID NOT COMPLETE ITS CYCLE OF OPERATION. THIS COULD HAVE BEEN CAUSED BY STUCK CONTACTS OF THE X-3 RELAY OR BY THE MATERIAL STICKING TO THE OPTICAL DRUM BECAUSE OF MOISTURE CONDENSATION AND COLD TEMPERATURES DUE TO CAMERA TURN ON BEING DELAYED UNTIL TWO (2) HOURS AFTER TAKE-OFF (ONLY FRAME EXPOSED IN FLT SHOWS CLOCK READING OF 2123Z, CONFIRMING SPIKE'S REMARKS OF TURNING ON MASTER SWITCH AT 2121Z) THE DIGITAL COUNTER READ 11 FRAMES, HOWEVER ONLY TEN (10) WERE EXPOSED. CAMERA OPERATION WAS EXCELLENT ON POST-FLT. INTEND TO FLY CAMERA ON NEXT TRAINING MSN AND WILL REPORT ALL FINDINGS.

7. SPURIOUS ACTIVATIONS OF THE O/S WHEN MIKE BUTTON WAS DEPRESSED COULD HAVE BEEN CAUSED BY EITHER LINE TRANSIENTS OR BY RADIATED R.F. IN THE SYSTEM. WE WERE UNABLE TO DUPLICATE THIS ON THE GROUND. THE G.R.I. WINDOW OF THIS UNIT DID NOT MEET PUBLISHED SPECIFICATIONS. A MODIFICATION, AS SUGGESTED BY [REDACTED] (MSG NUMBER NOT AVAILABLE AT THIS STATION) AND APPROVED BY HQ HAD NOT BEEN ACCOMPLISHED ON THIS PARTICULAR UNIT. WE HAVE INSTALLED A UNIT WHICH HAS BEEN MODIFIED AS PER ABOVE REFERENCED MSG, TO NARROW THE G.R.I. WINDOW. THE UNIT REMOVED WILL BE THOROUGHLY CHECKED AND MODIFIED PRIOR TO REUSE.

25X1A2g 3. DURING PRACTICE DROPS AT [REDACTED] THE LEFT POD WAS DROPPED FIRST
25X1A2g IN BOTH INSTANCES. SINCE [REDACTED] BRIEFING INSTRUCTIONS FOR PILOT [REDACTED] 25X1A2
25X1A9a 8441, PARA C.1) STATES THAT EITHER POD MAY BE DROPPED FIRST (THIS WAS
CONFIRMED BY [REDACTED] IT WAS DECIDED THAT THE ACTUAL DROP
BE MADE AS NEARLY IDENTICAL TO THE PRACTICE AS POSSIBLE. SPIKE WAS
THEREFORE BRIEFED TO DROP THE LEFT POD FIRST.

25X1A2g
IN 71182 [REDACTED] 3908) ~~TOP SECRET~~ 25X1A2g PAGE 3

9. SPIKE HAS RETURNED TO [REDACTED] BUT AS NEARLY AS CAN BE DETERMINED
RANDOM TURNS WERE MADE BETWEEN ROUTE POINTS B AND D (APPR. 2100 -
2228Z) STARTING FROM FIRST LIGHT AT ALTITUDE UNTIL CLIMBING ABOVE
CONTRAIL LEVEL.

25X1A9a 25X6C
10. [REDACTED] DEPARTED FOR [REDACTED] TODAY 08/0600L.

25X1A9a 11. [REDACTED] HAVE BOTH DEPARTED [REDACTED] 25X1A2g SINCE

25X1A2g NO BALLISTICS INFORMATION IS AVAILABLE HERE, [REDACTED] UNABLE TO ACCUR-
25X1A9a ATELY PREDICT IMPACT POINT. [REDACTED] SUGGEST CONTACT HQORD FOR
DETERMINATION. RELEASE COORDS AND HDG SUPPLIED ON [REDACTED] 5.

~~TOP SECRET~~ TOR 081035Z MAY 67

25X1A2g